

DRAFT

EMF SITE LEASE ASSIGNMENT BFI SPECIFICATIONS & CRITERIA PROPOSAL

6/9/95

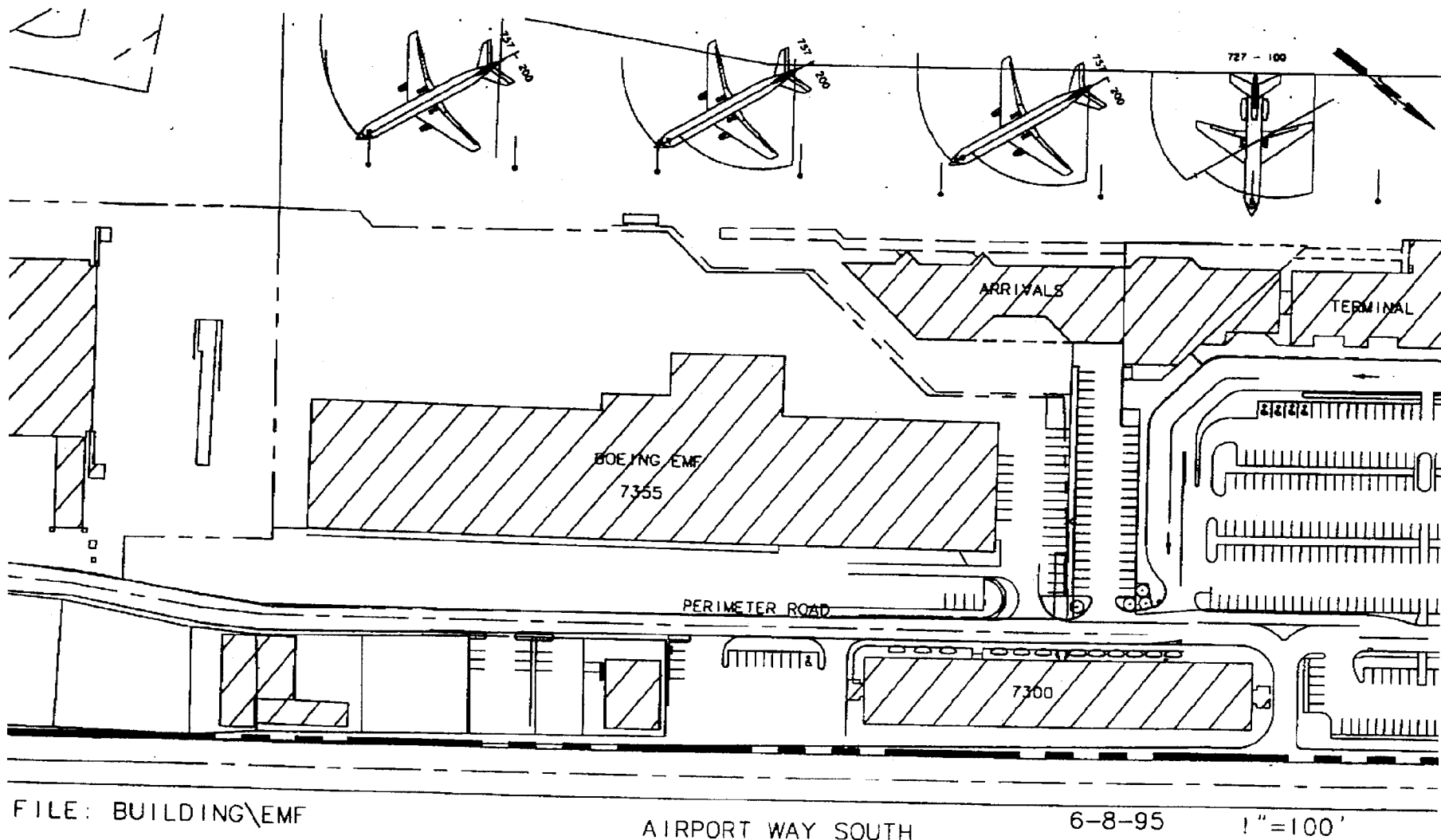
NOTE: The following specifications, requirements and criteria are proposed by BFI for incorporation into Boeing's proposed offering of the EMF site for lease assignment. This is a draft proposal at this time and is intended for discussion purposes only.

1. Airport will entertain proposals which include utilization of the south end of the arrivals building in addition to the EMF site. Proposals should display the offer related to the EMF site separately, however, due to separate leasehold ownership.
2. Boeing does environmental cleanup and the Airport the demolition of the building.
3. Preference should be given to user with most efficient and beneficial utilization of space for aviation related purposes. This likely means converting the site into useable aircraft ramp area. For example, shorter turnaround and aircraft storage terms would be given preference given the limited ramp space at BFI.
4. Preference should be given to proposals offering the greatest future flexibility to adapt usage to changing markets and changing needs. This means less facilities and more ramp area will likely be given favorable consideration.
5. As practical, proposals which meet the legitimate current expansion requirements of existing BFI tenants should be given favorable consideration over new tenants unless the new tenant offers greater benefits in terms of jobs, contribution to the County economy, and fewer negative environmental impacts.
6. BFI will prepare and provide site cleanup requirements we wish to have included along with Boeing's requirements.
7. Preference should be given to operators employing larger numbers of personnel at livable wage rates.
8. BFI requires mitigation payments from all new operators but grants up to 50% credit for direct mitigation related development expenditures such as noise control, surface water control, ground transportation and safety improvements, and environmentally beneficial investments. Preference should be given to operators offering greatest mitigation or offsetting benefit to the segments of the community who are most negatively impacted by the proposed operation.
9. Preference should be given to operators with fewer new aircraft landings between 11 PM and 5 AM and fewer new takeoffs between 10 PM and 7 AM.
10. Preference should be given to operators with all stage III aircraft fleets, and substantial extra credit for non-converted stage III aircraft.
11. The Airport will require a detailed operations plan with all schedules, equipment type and locations, vehicle access and movements, number of personnel, detail of activities, schematic development plans including general anticipated utility requirements (e.g., load ratings, etc.), equipment and auto parking plans, demolition plans, noise control plans, deicing plans, site clean up plans, hazardous waste

handling and disposal plans, surface water control plans, aircraft parking and storage plans, aircraft maintenance and fueling plans, security plans, fencing plans, lighting plans, maintenance plans, BFI maintenance requests and the operator's plan for maintenance coordination with BFI (i.e., who does what, when, and how), enumeration of FAA and other required licenses and certificates, and intended financing including approximate rates and charges schedules.

12. For all operators an operating/use agreement with BFI is required. BFI will provide the latest operating agreement pro forma.
13. BFI will require amendments to update the lease with our new general terms and conditions language. BFI will provide the latest lease agreement pro forma.
14. Insurance requirements will be stipulated by BFI per lease general terms and conditions and will ultimately be adapted and applied to any unique aspects of the proposer's operation.
15. Note that Airport charges, rates, fees, and operating rules are slated for update in 1996. Also, the next general airport appraisal will be based on a new review of lease rate discounts that are currently in place. These discounts may or may not continue.
16. New lease language now requires a minimum 75% of lease assignment or sublease premiums be paid to the Airport. This would apply to the new tenant.
17. New lease language tightens up environmental and hazardous materials handling and liability requirements.
18. Any fixed improvements made revert to BFI or, at BFI option, may be required to be removed at the end of the lease term.
19. Changes in use of the site during the term of the lease must be approved in advance by the Airport.
20. BFI requires cooperative arrangements to be offered making the Aircraft ramp areas available for public use in event of aircraft diversions from SeaTac, crowded aircraft parking conditions, visits by VIPs with special security requirements, and so forth. But BFI will avoid disruption to the tenant operation unless absolutely necessary.
21. Eventual Airport approval of development plans is required. BFI will require: Appropriate contamination cleanup and DOE declaration of no further action. Demolition of the building including footings to 12" below grade. Proper documented disposal of asbestos, lead paint and other hazardous materials. Paving to meet Airport specifications and aircraft loading. Security fencing at 7 feet with three strands of barbed wire and electronic access gates. Landscaping and site beautification. Surface water and spill control facilities improvements including beneficial environmental features (which can be credited toward mitigation payment requirements) and operator's acquisition of a NPDES permit. Ground transportation improvements to meet needs generated by the operation. Parking and commute trip reduction plans. Any planned technology/fiber optic or other improvements will require Airport approval. The site already has underground power and telephone but planned utility upgrades or additional loads will require BFI approval.
22. BFI will require a noise reduction training plan from all operators. Additionally, all operators in aircraft ramp areas must be ramp certified by BFI police/fire personnel.
23. BFI will require appropriate financial reports and disclosure of information concerning principle ownership and management of companies or corporations

intending to acquire the lease. The information will need to be sufficient to satisfy the Airport as to the financial capability and the integrity of the persons with whom we will do business.



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